NOTES IN THE PROVINCES.

"Thirst has been quite a hydro-mania in Liverpool lately," says the *Liverpool Mail*. "The relative schemes of Messrs. Gage, Hawksley, and Rawlinson, for supplying the town with abundance of water from Bala Lake, Rivington Pike, and our own locality, have been equally canvassed, and a fire has been elicited amongst the advocates which would require a good deal of water to extinguish. The committee of the council have decided in favour of the Rivington Pike plan.——The cap-stone of the spire of West Derby New Church has been fixed in its place.——The new district church of St. Mary Magdalene, Barnstaple, and its adjoining burying-ground were consecrated on the 10th instant.——The new church erected at Failsworth, near Manchester, was to be consecrated on the 26th. ——The full amount of Mr. Owen's bequest for the foundation of a college near Manchester, it is said, will be about 100,000*l*. —— A fund for the establishment of a public park at Oldham, has been opened by a contribution of 60*l*., raised amongst the workmen employed in one manufactory, namely, that of Messrs. Hibbert and Platt, machine makers. The Government two or three years since offered 1,000*l*. for the purpose so soon as a like sum should be raised by subscription or otherwise. ——St. Julian's Church, Shrewsbury, has been decorated and improved externally under the direction of Mr. Dodson, of that town. —— St. John's church, Stratford, it is said, has been much improved by the cleansing and repair which it has undergone, and especially by a stone altar-screen designed by Mr. G. A. Dean, architect of Stratford. The expense has been met chiefly by subscriptions. ——There is a prospect, says the *Bury Post*, that the bare walls of the sacrarium of St. Mary's Church will now be put into a state more consistent with church decency, and the general character of the edifice, a lady having offered to give 100*l*. for placing the commandment tablets, &c., in the accustomed place. A suitable reredos, when the painted window is put in, will probably be completed by public subscription.——It is intended to erect a building for a museum at Ipswich, 300*l*. and upwards having been subscribed. A correspondent of the *Ipswich Journal*, however, suggests that the museum itself should be purchased in the first place, so that there should be something to put into the building when it is erected.——A slaughter-house is about to be erected by the Norfolk Railway Company at their Trowse station, about a mile from the Norwich cattle-market, for the purpose of slaying the bullocks there, and supplying the London markets with slain meat instead of live cattle. This, says a correspondent, is to obviate the bruising of the beasts while in transit on the rail. Were its adoption general, the *twofold* purpose of alleviating the nuisance of Smithfield market, as well as of obviating the annoyance and cruelty attendant on the driving of the cattle there, would be effectually accomplished.——In the Scott monument, at Edinburgh, there are fifty-six niches yet to be filled with statues of the chief characters in Sir Walter's imaginative works. Up to the present time, the Scott monument has cost 15,650*l*.——Government have resolved on the construction of extensive works at Guernsey, involving an outlay, it is said, of at least 500,000*l*. The plan embraces the construction of breakwaters, to form a naval harbour between Fermain bay and Terres point, with magazines and other requisite buildings, together with barracks, in the vicinity of Fort George, for the accommodation of several thousand men, while defensive works will also be established at the Vale, and at Jethou or Brehon.

Railway Simile, by Lord Morpeth.—Cut your first sod in the dense crust which has too long overlaid the genial capacities of the soil beneath; open the waste land of selfishness, of ignorance, of error, in order that you may call forth the full development of mental progress and of moral culture; and let the free communication of knowledge, and the improving intercourse of thought, ply incessantly along those new highways which, in their advancing progress, are to bring together the wants and the attainments of the united human family.

"PROJECTIONS IN STREETS."

Sir,—The charitable incredulity of your correspondent, "T. L.," is natural enough; but it does so happen that his charity has led him into error. It was my duty to attend, as one of a civic deputation, in their conference with a member of the Government upon the subject. It was especially desired that the control over shop-fronts, within the city at least, on account of its peculiarities, should be left where the legislature had very wisely placed it, under the Commissioners of Sewers (who also manage the pavements). This was not acceded to; but still, although not so intended, they do, in law, retain and exercise their restrictive power, curbing, but not going beyond the Building Act. During the conference, it was certainly not openly avowed, but in reply to a remark (made indeed by myself) it was admitted, that they sought to get the streets widened without compensating the owners. Every objection as to the irregularity which would result from it, and the unfairness of the proceeding, had been urged over and over again, even *ad nauseam*, but the promoters of the Bill did not see as the citizens saw, and so it became law. That it should remain law much longer is little to be desired. Common sense and common honesty are in arms against it.—I am, Sir, your old subscriber,

Brickbat.

*** Another correspondent on the same subject says:—Ground being so valuable in London, especially in the city, a person desirous of building, rather than lose eighteen or twenty inches of that for which he has paid so dearly, would dispense with all external embellishment; and we might bid adieu to street architecture. But I contend, if even this be not the case, there would still be another evil result, namely, that those houses which, from their possessing architectural projections, one would think would be the handsomest and most sightly, and as such would deserve a front situation, would be thrust back, whilst those which had plain fronts, and as such were not worthy of a prominent situation, would be brought forward, to the injury of the former. L. H. I.

ANGLO-NORMAN CHURCH AT MORPETH, DURHAM.

A new church, or chapel of ease, of considerable size, in the parish of St. James the Great, was consecrated at the beginning of the month. It is built in the Norman style, exceedingly massive and substantial, with little ornament. Its length from east to west is about 130 feet; its breadth about 46 feet, and it is capable of seating about 1,000 persons. The roof is open framed, and composed of Memel fir timber stained; the seats are of the same material, and are all open. In the nave are eight stone clustered pillars. The roof of the chancel is supported by interlaced arches; and on its north and south sides are small galleries for children, reached by spiral staircases. There are chancel aisles, with stone screens; and the reredos and the pulpit are also of stone. The chancel and apse are paved with encaustic pavement. Nine stained windows in the apse were from the manufactory of Mr. Wailes, Newcastle, and represent Christ and the principal of his apostles. Five other stained windows have been produced by Mr. Clutterbuck, Stratford, Essex; two in the north transept represent the Crucifixion and the taking down of our Saviour from the cross; two in the west end, the transfiguration and the agony; the fifth, in one of the chancel aisles, represents the beheading of St. James, and Peter in prison. The ground was given jointly by the Earl of Carlisle and the late Mrs. John Fenwick. The foundation-stone was laid on St. James's day, 1844, and the total cost is estimated at about 5,000*l*. The stone employed has been brought from Hartford-bridge, in the county. The architect is Mr. Ferrey; contractor for the stone work, Mr. King, Morpeth; and for the wood work, Mr. Haswell, Morpeth. Clerk of the works, Mr. Barrow.

New Schools, Westminster.—The dean and chapter have liberally granted a piece of land in Little Chapel-street for schools in connection with Christ Church, Broadway.

New Books.

Railways for the Many and not for the Few. By James Ward, Esq. Smith and Elder, Cornhill. 1846. 34 pp.

The main point urged in this pamphlet is, that shares should be lowered in amount; on the ground that "it would keep the market in a healthy state; advance the progress of the system, by bringing to it the aid of capital which is available now to no other process in the production of wealth; promote economy and industry among the humbler classes, by affording a profitable field for the investment of their savings; and diffuse amongst the nation at large the beneficial interest of the grand economical invention of the day which, as already pointed out, the commonwealth should never have abandoned to the few."

The enormous expense of construction is very properly commented on, as well as the more extraordinary expense of legislation. "It will hardly be believed hereafter, that Mr. Astell and Mr. Hudson have spent more than 750,000*l*. in struggling for the London and York, a length of not more than two or three hundred miles!"

The average cost of railways in England, the writer says, is 35,000*l*., while in Belgium it has been but 16,000*l*.

The London Art-Union Annual. Sprigg, Great Russell-street. 1846.

This second volume of this work, just now published, contains representations, sketched and engraved by Mr. H. Melville, of 265 works of art, selected by prizeholders in the Art-Union of London, and forms a very interesting record of the annual exhibition. With a little more care it would, in addition to this, which of itself must obtain for it a large number of purchasers, be entitled to a strong recommendation as a book for every drawing-room table.

Correspondence.

FAILURE OF WORKS.

Sir,—Continuing the "following up" by which you have so probingly exposed many of the sources to which the failure of railway works may be attributed, permit an old and practiced engineer to point your attention to another circumstance, which may be "the fruitful parent" of many of the mishaps that we now so frequently hear of. I allude to crowding the profession with young and inexperienced hands, whom the more advanced are glad to take into their draughting rooms for the sake of their premiums, and after a year or two's attendance, with or without application to work, as the case may be, are turned loose upon the world as civil engineers, without examination, perhaps without ability, at all events without any experience.

I submit to you that in every other profession — the church, the law, and medicine, all are obliged to pass severe examinations on their respective studies, before they are allowed to add the respectability of a title or a degree to their names, as an evidence to the world of the opinion of competent persons as to their ability; and I trust you will agree with me that until some plan has been devised, by which civil engineers may give to the public some guarantees that they are not entirely strangers to engineering requirements, the profession will never attain that standing and eminence which it ought to hold, nor the public that safety and security which it has a right to demand in all engineering undertakings.

I am, Sir, &c.,

A Practical Engineer.

Old Slaughter's Coffee-house.

GOVERNMENT WORK ON ARCHITECTURE.

Sir,—Having lately met with the very extraordinary volume mentioned below, and of which I believe scarcely a dozen copies have been distributed, I am desirous of ascertaining its history; for it seems among the mysteries of government, that a volume of such a size, on such a subject, and necessarily involving such a large expenditure, should be printed for the purpose of being shut up in a private office.

That "secret service money" may be secretly and imprudently applied, is not surprising, but

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